

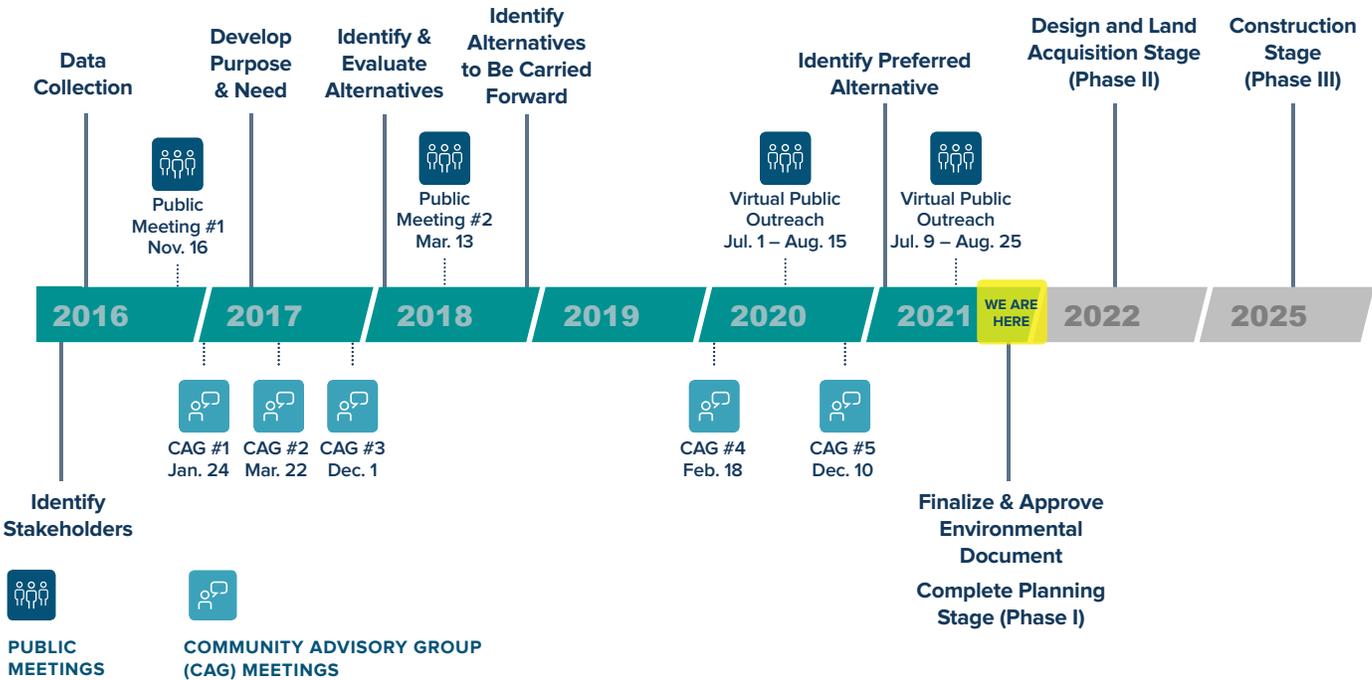
PUBLIC INVOLVEMENT

The IL 43 study follows the **Context Sensitive Solutions (CSS)** process to gather public input.

Throughout this project, the study team has held **2** Public Meetings and conducted **2** Virtual Public Outreach periods due to the COVID-19 pandemic. In addition to the broader public engagement efforts, the study team held **5** Community Advisory Group (CAG) Meetings, **40** One-on-One Meetings with local elected officials and other stakeholders, and **12** Project Study Group meetings with IDOT and FHWA.

All public meeting summaries can be viewed at il43study.org/documents

PROJECT TIMELINE



PROJECT DEVELOPMENT PROCESS

IDOT typically implements projects in three distinct phases.

This improvement is included in the Department’s FY 2022-2027 Proposed Highway Improvement Program. Current engineering efforts are targeted to enable a contract letting in the later years of the multi-year program contingent upon plan readiness, land acquisition, and funding availability through future annual legislative appropriations.



Final Virtual Public Outreach

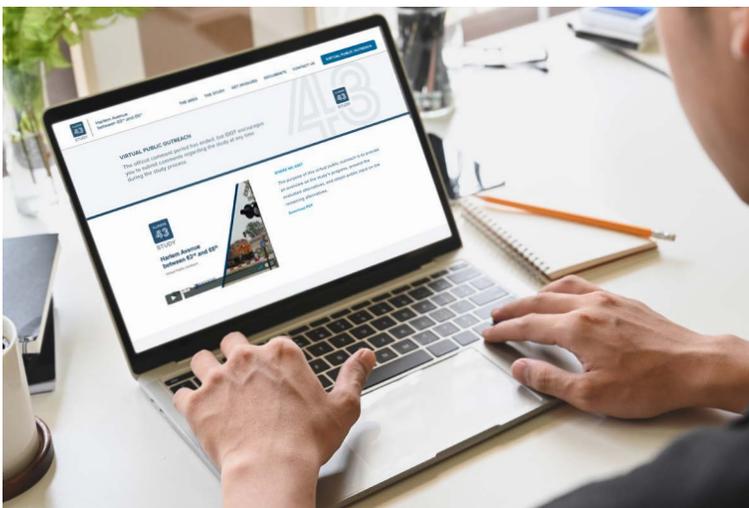
(July 9, 2021 - August 25, 2021)

The purpose of this final Virtual Public Outreach was to provide an overview on the project's progress, present the preferred alternative, and obtain public input.

Details about the project's process and preferred alternative were shared on the project's interactive website. The public was also given an opportunity to provide feedback during the Virtual Public Forum on August 4, 2021.

To notify the public of the project's virtual public outreach efforts:

- Advertisements were placed in **5** newspapers
- **700** postcards were mailed to residents, businesses, local elected officials, and public agencies
- **400** people were emailed a notification
- **12** letters were mailed to property owners being impacted



RESULTS



31 people opted to sign in on the website



529 pageviews



1,092 video impressions



332 exhibit clicks



Virtual public forum held with **147** registrants and **92** attendees



One-on-one meetings with local businesses, schools, municipalities, and other public agencies



55 comments received

Preferred Alternative



Based on public input received and in an effort to minimize impacts, the study team recommends constructing a bridge on 65th Street over the Belt Railway Company (BRC) railroad; raising IL 43 (Harlem Avenue) to provide an elevated intersection at 65th Street; bicycle, pedestrian, and traffic safety improvements at IL 43 (Harlem Avenue) and 63rd Street, and drainage improvements.

IL 43 (HARLEM AVENUE) AND 63RD STREET IMPROVEMENTS

PROPOSED IMPROVEMENTS

- High-visibility crosswalks
- Pedestrian refuge island
- Traffic signal interconnection with BRC
- Corner radius reduction to shorten crosswalks
- Increase of left turn storage capacity
- Increase of right turn storage capacity



COMMENTS AND QUESTIONS

During the final Virtual Public Outreach comment period, the public had an opportunity to provide comments via mail and email. Verbal and chat box comments were also made during the Virtual Public Forum. Comments and questions received were related to project timeline and next steps, property impacts, construction impacts and detours, and flooding.

How long will the project take to complete?

The study team anticipates to finalize technical reviews and project report by the end of 2021, which will complete the Planning Stage (Phase I). Design Stage and Land Acquisition (Phase II) is anticipated to begin in 2022 and typically takes 24-36 months to complete. Project Construction (Phase III) will begin once Phase II is complete.

What improvements are being made to ensure the area doesn't experience flooding?

To mitigate the increase in proposed peak runoff and to address existing flooding issues, two surface detention ponds will be constructed:

- One (1) Northwest of the intersection of 65th Avenue and Old Harlem Avenue
- One (1) Southwest of the intersection of Archer Avenue and Archer Road

What is the process for land acquisition?

The process for land acquisition is described on Page 7 of this newsletter.

Will there be noise and detour impacts during construction?

During the closure of 65th Street at Harlem Avenue, local traffic is proposed to utilize Sayre Avenue, 63rd Street, 65th St, Narragansett Avenue, and 68th Street to navigate around the workzone. Truck traffic from/to the I-55/W Archer Avenue interchange are to utilize a truck detour along W Archer Avenue/55th Street, Central Avenue, and 65th Street. Neither the local detour nor the truck detour includes any low clearance structures or load limited bridges.

The north leg of Old Harlem Avenue will be completely closed. The south leg of Old Harlem will be closed to through traffic. Access to local business is anticipated to be maintained and will be coordinated further during the design stage. It is anticipated that a proposed connection of Sayre Avenue will be constructed prior to the construction of the grade separation.

Trucks and equipment used for construction will produce noise that may affect some residents and residential area activities during the construction period. Impacts resulting from construction noise are likely to occur during daylight hours and will be temporary.

To view all individual comments received during the official Virtual Public Outreach comment period, [click here](#).

NEXT STEPS

The study team will finalize technical reviews and project reports to complete the Planning Stage (Phase I) and begin the Design and Land Acquisition Stage (Phase II). *IDOT has selected a consultant for Phase II.*

LAND ACQUISITION

The Illinois Department of Transportation employs three types of land acquisition. The first is fee simple taking, or the acquisition of all rights and interest of real property. The second type of acquisition involves a permanent easement or use of the property, where underlying ownership is retained by the property owners, but access is provided for maintenance of facilities such as storm sewers and outfall ditches. The third type is a temporary construction easement, where access is required only during construction for grading work, sidewalk or driveway construction, light pole relocation and other minor improvements.

During the Phase II process, IDOT will continue working with property owners affected by the impacts to address specific property-related issues. The process for land acquisition is as follows:

- 1**
Determine Ownership and Prepare Plat of Survey
- 2**
Prepare Independent Appraisal
- 3**
Negotiations with Property Owners
- 4**
Court Proceedings, if necessary

Land acquisition is required for this project. The Department's procedures to acquire property occur during the Design and Land Acquisition Stage (Phase II) of the project process. Affected property owners will be notified of the proposed acquisition via certified mail. Property owners will be compensated for any property acquired.

STAY INVOLVED

To further discuss the project with the study team:



Email us at info@il43study.org



Submit a comment through the project's website at il43study.org/contact-us



Mail a letter to the Illinois Department of Transportation:
Illinois Department of Transportation
201 W. Center Court
Schaumburg, IL 60196-1096
Attn: Bureau of Programming
Sagar Sonar